Sabha on the 8th March, 1989 and state:

(a) what were the reasons for not selecting two Scheduled Caste candidates, out of three who had passed the qualifying examination, for the posts of the Assistant Operating Superintendent in the South Central Railway, while two vacancies were reserved for them;

(b) whether the unfilled vacancies have been dereserved; if so, what are the reasons therefor; and

(c) by when it would be possible to fill up the vacancies reserved for the Scheduled Castes in the above category?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAV RAO SCINDIA): (a) They were not considered suitable by the Selection Committee based on their overall performance.

(b) Selection was conducted against 12 vacancies out of which 2 were reserved for Scheduled Castes. However, only 6 candidates (5 General and 1 Scheduled Caste) were found suitable. Out of these 6 vacancies only one was due for Scheduled Caste. As such, the question of de-reserving any vacancy does not arise.

(c) Another selection has been initiated and reserved vacancies will be filled up following the extent rules in the matter.

Bad Climate Allowance to Railway Employees

3298. DR. NARREDDY THULASI REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether there is any provision for giving bad climate allowance to the railway employees;

(b) if so, whether such allowance is being given to railway employees at Yerraguntla in Guntakal division of South Central Railway;

(c) if so, what are the details thereof; and

(d) if not, what are the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF RAILWAYS (SHRI MADHAV RAO SCINDIA): (a) Yes, Sir.

(b) No, Sir.

(c) Does not arise.

(d) Yerraguntla has not been declared as an unhealthy locality.

राजस्थान में नावा से सीकर नगर तक रेलवे लाइन का बनाया जाना

3299: **श्री सत्य प्रकाश मालवीय :** क्या रेल मंत्री यह बताने की कृपा करेंगे कि :

(क) क्या यह सच है कि स्वतन्त्रता प्राप्ति के समय नावा, जिला नागौर से दातारामगढ़ होकर सीकर शहर (राजस्थान) तक रेलवे लाइन बनाने के लिये एक सर्वेक्षण किया गया था ; और

(ख) यदि हां, तो उक्त रेलवे लाइन के अब तक न बनाये जाने के क्या कारण हैं ; और इसे बनाये जाने का निश्चित समय बताया जाये ?

रेल मंत्रालय के राज्य मंत्री (श्री माधव राव सिंधिया) : (क) जी, नहीं ।

(ख) प्रश्न ही नहीं उठता ।

Liberal Visa Rules for Indians holding Foreign Passports

3300. SHRI CHIMANBHAI MEHTA: Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether Government are considering to liberalise Visa Rules for Indians abroad who are holding foreign

passports; if so, what are the details thereof;

(b) whether it is a fact that there is a proposal to allow the people of Indian origin to enjoy the benefit of dual citizenship; if so, what are the reasons therefor; and

(c) if not, what action Government propose to take against those who are holding foreign passports and yet claim the benefits of dual citizenship?

THE MINISTER OF STATE IN THE MINISTRY OF EXTERNAL AFFAIRS (PROF. K. K. TEWARI): (a) As part of the liberalisation package, Heads of Indian Missions abroad can now issue long term multiple entry visas valid for two years to non-resident Indians proposing to set up Industrial ventures in India. Spouses and dependent family members of all such foreigners of Indian origin who have been granted 2 years business visas may also be granted 2 year multi-entry visas even where spouses/dependent family members are not of Indian origin.

Foreigners of Indian origin who are above 65 years of age and who wish to return to India for the purpose of permanent settlement and their spouses without any age limitation can be granted long term visas valid for one year by the Mission concerned under its own powers.

(b) No, Sir.

(c) The question of claiming benefits of dual citizenship does not arise in view of separate legal provisions for Indians and foreign citizens.

Application of Dock Bye-Laws and Dock Scales of Rates by Bombay Port Trust

3301. SHRI CHIMANBHAI MEHTA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether it is a fact that in December, 1981 the Bombay Port Trust had proposed to bring three areas at Chembur, Vidya Vihar and Kanjur Marg within the purview of the provisions relating to application of Dock Bye-Laws and Dock Scales of rates;

(b) whether it is a fact that the said proposal was made since the cargo from the docks was to be removed to these sites and the Bombay Port Trust intended to recover the charges in accordance with the docks scale of rates;

(c) whether it is also a fact that the Bombay Port Trust had resolved to recover the charges referred to in part (b) above from the date of publication of the sanction of Government in the official gazette; and

(d) on which dates the sanction of Government was applied for, approved by Government and published in Government Gazette; giving the breakup of information for Docks Bye-Laws as well as dock scale of rates?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI RAJESH PILOT): (a) Bombay Port Trust took such a decision in December, 1981.

(b) This was the intention of Bombay Port Trust.

(c) Bombay Port Trust sanctioned the proposals subject to sanction of the Government.

(d) Bombay Port Trust applied for the sanction of the Government to both the proposals in November, 1985. The Government had conveyed their approval to the amendment to the Dock Scale of Rates on 7-11-1986. This amendment was notified by Bombay Port Trust in Maharashtra Government Gazette on 4-12-1986. The amendments to Docks Bye-Laws were notified in the Gazette of India on 24-2-1987. These were republished by the Bombay Port Trust in the Maharashtra Gazette on 30-4-1987.